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American Shipping. By HANS KEILER. Probleme der Weltwirtschaft, No. 14. Jena: Gustav Fischer, 1913. Royal 8vo, pp. xx+144. M. 5.

This number in the "Schriften des Instituts für Seeverkehr und Weltwirtschaft an der Universität Kiel" gives a historical account of the American merchant marine from the first vessel of Colonial days down to the present. The first third of the volume, covering the period previous to 1815, is the least satisfactory portion. This, of course, is true of all books dealing with this subject, and perhaps that explains the deficiencies of the present volume, for the author appears to have relied in the main on secondary sources. As a result we have a straightforward, very matter-of-fact account of the ups and downs of our merchant marine. Interpretation is generally lacking, but where it is included it appears to follow along the generally accepted lines. Our coastwise, lake, and river shipping hardly receives due attention and the influence of railroads is largely ignored. The present difficulties of our merchant marine are charged chiefly to the high standards of wages, food, etc., required by our navigation laws, a point which, by the way, seems to be well borne out by the failure to transfer foreign-built ships to American register under the new law of 1912. Other obstacles mentioned are the high cost of ship-building due to the tariff and high wages, and the more promising opportunities for investment elsewhere. While the author includes a historical account of the attempts to revive the merchant marine he has no suggestions or critical comments of his own. Consequently the account, while somewhat colorless, at least succeeds in avoiding the partisanship which has marked so much of the writing on this subject. For those wishing a comparatively brief and unbiased historical statement of the main facts the book can be cordially recommended, but it cannot be said to add anything new to our knowledge of the subject.

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Die wirtschaftliche Entwicklung von Alaska. By EDGAR SALIN. Tübingen: J. C. B. Mohr, 1914. 8vo, pp. viii+225. M. 6.

Dr. Salin has here given us a rather exhaustive work. As he tells us in the preface, his book was planned to deal with the trusts of Alaska, and with the respective problems of concentration and colonization. But it was soon found that scientific conclusions could only be reached after a careful analysis of the

agricultural and industrial conditions. Hence the author devotes two-thirds of the volume to a descriptive analysis of the economic development of Alaska with occasional hints concerning the Yukon territory, including a historical-geographical introduction. Dr. Salin has accomplished his aims, not only in the well-written descriptive part of the work, but also in the closing chapters, which are full of sound conclusions with regard to the economic policy which it might be well for us to pursue in that territory so rich in natural resources. Agriculture and cattle-raising, forestry, fisheries and the allied industries, gold, copper, coal, silver, tin, iron, lead mining, etc., ship and railway transportation, are dealt with in more or less detail. The author holds that the land around the lower coast of Alaska is well suited for stock- and vegetable-raising because of its good soil and climate, but he differs from the belief of our Secretary of Agriculture that that country can ever export grains. Alaskan forests are economically of no importance. There are some good timber lands, but almost all the forest growth is said to be good only for kindling wood. Dr. Salin blames our federal government for these conditions. Similarly he concludes that the fish industry of Alaska is of no importance economically to the United States, excepting the development of a small class of traders in seaport towns.

It is the great exploitation of mineral resources which gives a rich harvest to invested United States capital. But the chapters on mining can hardly be appreciated apart from a study of the subsequent sections which treat the all-important question of transportation. Gold mining largely depends upon coal. There is plenty of coal of high quality in Alaska, but its distribution depends in turn upon adequate transportation. Then, too, successful mining of coal in Alaska is well-nigh impossible because of the policy followed by our federal government. Dr. Salin holds that the handling of the coal situation which practically put a stop to coal mining is an economic blunder on the part of the United States. Indeed, he declares this policy to be the cause of the retarded development of Alaska during the past decade. Soon the Panama Canal will make it possible for eastern coal to find a market in the far West and consequently will make it difficult for Alaskan coal to compete successfully in the open market. However, Alaskan coal, in the long run, must win the market in the Pacific states because of its better quality and its lower price.

After an elaborate discussion of the nature of monopoly, holding companies, and trusts, Dr. Salin gives a detailed account of the Alaska Syndicate and its subsidiary companies, all of which are owned by Morgan & Co., Guggenheim, Kuhn, Loeb & Co., Havemeyer Jr., and a few others. The gigantic Alaska Syndicate controls the copper, gold, and fish industries, the railroad transportation companies (a monopoly), and finally, the Alaska Steamship Company. The author recommends state control of the trusts that are engaged in the industries which exploit the natural resources of Alaska. The building and operating of railroads should be controlled by our federal government. No more opportunity ought to be given the railroads to give special rates to trusts, etc., and thereby to promote the big interests. Adequate protection of labor is another

point that needs immediate attention by our government. Accidents in the mines are altogether too common.

A good map accompanies the work. It is a valuable reference book.

The American Girl in the Stockyards District. By LOUISE MONTGOMERY. Chicago: The University of Chicago Press, 1913. 8vo, pp. vi+70. \$0.25.

This study of the position of the American-born girl in the stockyards district forms one of a series of investigations into the life of that community which the University of Chicago Settlement is carrying on. It is an interesting exposition of the actual industrial career of five hundred girls in that district, their preparation for industrial life, their failure or success in adjusting themselves to it, and the writer's conclusions as to the probable results of, and remedies for, present conditions. Besides industrial questions there are those further problems of immigrant communities where the American-born children are adjusting themselves to their environment in ways not followed or understood by their parents.

Miss Montgomery's findings as to the inadequacy of public-school preparation for an industrial career is simply the confirmation of a familiar claim. As in most communities, the people's standards of education are limited by the legal requirements, especially in the case of the girl who is expected to add to the family income as soon as the law allows. The natural consequence is a great number of fourteen-year-old girls seeking work in any position which can be filled by untrained and immature workers and for very low wages. The comparison of those who had stayed in school to finish the eighth grade with others who had dropped out immediately upon reaching their fourteenth year showed that the former had some advantage, since they began with a higher average wage and attained to positions regarded as superior by the people of the district. It would seem that the years from fourteen to sixteen spent in industry do not increase efficiency or earning power, while if spent in school they tend to increase both, and would do so much more if an adequate program of vocational guidance were adopted. But really to help these girls Miss Montgomery believes that the law should require them to stay in school up to the sixteenth year, and that especially the question of their amusements and problems of family adjustment must be given careful consideration. Though much of the work open to them even under such circumstances would still be the routine and drudgery of industry there would be more intelligent choice of occupation and a better social life.

Die Entwicklung der Landwirtschaft in den Vereinigten Staaten von Nordamerika. By MAX AUGSTIN. Munich and Leipzig: Duncker u. Humblot, 1914. 8vo. pp. 149. M. 4.

This little book is the result of special studies and a trip to the United States undertaken by the author in 1911. In it Dr. Augstin has been very successful